

25X1A

COUNTRY Germany (Soviet Zone)
TOPIC Soviet Motor Vehicle Repair Shop at Zeesen

EVALUATION see below [REDACTED]

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DATE OF CONTENT 3 to 31 March 1952

[REDACTED] ED 26 June 1952

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PAGES 3 ENCLOSURES (NO. & TYPE) 1 - one list on ditto

REMARKS

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1. The following material arrived at the Soviet central motor vehicle repair shop, Zeesen, between 3 and 29 March 1952:

150 to 200 damaged vehicles from various Soviet units.

New motors from Oberschoeneide:

52 of make Studebaker
66 of make Ford
62 of make Chevrolet
74 of make ZIS

Old motors from various Soviet units:

33 of make Chevrolet
25 of make Ford
12 of make ZIS
4 of make Studebaker

(1)

2. The following material was dispatched from the depot between 3 and 29 March 1952:

113 new, 3-axle ZIS trucks to various Soviet units. Forty-three trucks were delivered to a unit with tank truck [REDACTED] and 40 to a unit with tank truck [REDACTED] and repair shop truck [REDACTED]

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214 completely overhauled trucks and tank trucks and several jeeps to various Soviet units.

19 repair shop trucks to various units. [REDACTED]

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Old motors to the IAC Oberschoeneweide:

121 of make ZIS
75 of make Chevrolet
61 of make Ford
30 of make Studebaker
5 of make Willys

New motors to a variety of units:

34 of make Chevrolet
25 of make Ford
12 of make ZIS
4 of make Studebaker (2)

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3. Source learned that 125 trucks were scheduled to be completely overhauled in March 1952. About 150 workers had left during March. (3)

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4. 

5. During the period from 3 to 31 March, 118 trucks were counted on the parking lot for damaged vehicles or came in for repair.
The vehicles turned in needed only minor repairs. (5)
6. On 25 March, members of the depot administration from Schoeneweide inspected the Zeesen plant. The 7-year contract for the main motor vehicle repair shop on the premises of the former IAC in Schoeneweide expires this year and will allegedly not be renewed. The reason for the inspection of the Zeesen plant allegedly was to determine whether the Schoeneweide main repair plant could be transferred to Zeesen. (6)
7. In mid-March, Major Makarov (fnu) stated that the amount of work would considerably increase in May 1952. Nineteen lathe operators who had been given notice in mid-March were not discharged. (3) and (7)
8. Major Makarov (fnu) returned from leave on 28 March and on the same day, Makarov and three fitters from the plant had to go to Thuringia to install new packings in new tank trucks which had arrived there. He took 180 packings. (7)

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[] Comments.

- (1) The vehicles belong to elements of the GCMC, the SCC, the TGB, the Soviet Navy, the IV Arty Corps, the Third Shock Army, the Eighth Gds Army, and the First, Second, Third, and Fourth Gds Recg Armies.

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- (2) The volume of incoming and outgoing shipments is at the same level as that in the preceding month. []

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- (3) The decrease in the strength of personnel is a seasonal fluctuation.

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[] The volume of vehicles needing repair will rise with the beginning of the summer maneuvers. Additional personnel will be hired or, at least, there will be no more discharges.

- (4) The shipments of new motor vehicles from the U.S.S.R. to Zeesen and Berlin-Oberschoeneide has repeatedly been reported from the Frankfurt/Oder crossing point.
- (5) As about 1,300 new motor vehicles have arrived under the replacement program which started in February 1952, the movability and combat readiness of Soviet units has been improved.
- (6) Since the former MAC, Oberschoeneide, was made a SAC, it is doubtful that it will be returned to German authorities.
- (7) Major Mazarov (fnu) is commandant, and Major Kakarov (fnu), deputy commandant, of the depot at Zeesen.

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